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250 years later, a legacy comes home

The wind whipped the flags of the Navy, the Marines, the City of Philadelphia, the State of New Jersey, and the Commonwealth of Pennsylvania against one another. Set off to the side, the flag of the United States waved unimpeded, presiding over the ceremony. 250 years later, Marines and Navy service people convened in the city where the branches were founded – faithful and courageous as always. Governors, Admirals, and Mayors all took the stage to remark on the historic moment and, once they were done, a parade of military

vessels proceeded down the Delaware River. So began the Homecoming 250 event celebrating the semi quincennial anniversary of the Navy and Marine Corps, and by extension the beginning of a year of celebrations honoring a quarter-millennium of the United States itself.

Like the founding of the country itself, Homecoming 250 faced steep odds. “Considering we started with nothing but an idea, everything was a challenge,” said Monica Hallman, Vice President of Homecoming 250. “We are not so much a company as a small group of gritty volunteers; we

had no paid staff. We had to raise millions to be able to fund the events. We were able to hire great companies to produce events, do our PR and social media, and advertising. The greatest challenges were getting support from the Navy, Marine Corps, city and government leaders, and the public.”

Although planning commenced and everything seemed ready to go, last-minute complications tested the team even more. With festivities planned to begin on October 9, 2025, everything was plunged into uncertainty when, only ten days before, it became clear that the federal government was going to shut down. Months of planning representing centuries of history were jeopardized as all government employees (including military personnel) held their breath, not knowing what was to be permitted given that the congress had failed to agree on a budget. According to Hallman, however, the Homecoming 250 team was undeterred. A Navy veteran herself who served in the Mediterranean during the Gulf War, Hallman and other leadership pushed to ensure that everything continued as planned; not



The “USS Cooperstown” (LCS-23) was one of many ships that visited the Delaware River to commemorate the celebration of the Navy and Marine’s Homecoming 250.

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Mandatory electronic export manifest a step closer?

Filers must go electronic or revert to paper

A message by Customs and Border Protection in October might have the maritime industry wondering if mandatory electronic filing of the export manifest is on the horizon. On September 26, 2025, CBP issued a Cargo Systems Messaging Service announcement ending the use of the Document Imaging System, or DIS, as a method to file export manifests with the agency.

Currently, there are three methods through which filers can meet the federal export manifest requirements: file paper CBP Form 1302A Outbound Cargo Declaration and associated documents directly with CBP at the port of departure; submit an electronic version of the export manifest via DIS as PDF or JPEG files; or participate in the Electronic Export Manifest Filing Pilot program.

CBP first announced the end of DIS as a filing method in October 2022, giving the industry six months to adopt the pilot program or revert to paper. But the agency granted a six-month reprieve several times since then keeping the DIS filing option alive. But that appears to be ending with the recent “final” extension that gives filers until December 1, 2025 to go electronic or revert to paper.

The migration to an all-electronic export environment should come as no surprise as CBP first announced its intention to create the pilot program in 2016. The Exchange joined the pilot as an early adopter in 2021 and has been processing electronic manifests for its TRACS participants ever since. The Exchange was also an early adopter of the Automated Commercial Environment M1 initiative when CBP migrated from the legacy Automated Commercial System platform in 2012 and was active with CBP in the initial development of the first electronic manifest system in the 1980s.

“The Exchange actively participates in early adopter automation initiatives whenever it can,” said Exchange Chief Administrative Officer and Director of IT Michael Fink. “By doing so, we can help guide the development of these programs and make sure the requirements and functionality of the new systems makes sense for our members and participants.”

The structure of the electronic export manifest itself will be familiar to import manifest filers as many of the same data elements and requirements apply to both.

“CBP basically started out with the import manifest system and turned it around to meet the export requirements,” said Exchange Director of Operations Paul

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Interview with

Arius M. Derr

**Director of Communications
Korea Economic Institute
of America**



The Exchange staff had the opportunity to attend a World Affairs Council of Philadelphia session in September covering the future of U.S.-South Korea relations. We had the pleasure of meeting Arius Derr, Director of Communications at the Korea Economic Institute of America, who provided thoughtful insights surrounding the topic and agreed to share his thoughts with us in this newsletter.

Arius was previously the Managing Editor at Korea Risk Group as well as Korea Desk Editor at the East Asian Bureau of Economic Research. He has also worked as a researcher at the Strategic and Defence Studies Centre at the Australian National University (ANU), as Editor at KBS, South Korea’s public broadcaster, Research Associate in the Strategy Division of United States Forces Korea, and as Consultant for the U.S. Office of the Director of National Intelligence.

Q: Hanwha Group announced that it intends to invest \$5 billion in Philly Shipyard to add two docks and three quays and is projected to increase the shipyard’s annual output from two vessels to as many as 20. If the ongoing tariff and trade negotiations between the U.S. and South Korea result in a less favorable agreement for South Korea, how would that affect Hanwha’s investment plans?

A: Hanwha’s plan to scale Philly Shipyard is a long-term strategic decision. It will also primarily operate as a U.S. production facility, allowing Hanwha to enjoy any protections that the current administration may provide to incentivize the rebuild of the U.S. industrial base. Currently, steel products are covered by Section 232 tariffs, which are not included in the announced trade deal, and will continue facing 50% tariffs. To the extent that imported steel is an important input to Hanwha’s production at the Philly Shipyard, the trade negotiations might have a more limited impact. But a successful trade

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A lot to be thankful for

Most of us non-Chicago types have probably never heard of John Augustus Shedd (1859-1926), American author, professor, business genius, and philanthropist. However, if you have any involvement with the maritime world, you most likely have come across his most famous quote, “A ship in harbor is safe, but that’s not what ships are built for.”

Amongst his numerous roles in life, Shedd was the President of the Marshall Field & Company department store in Chicago. Starting as a young stock boy, he rose through the ranks using his merchandising genius to build Marshall Field’s into the largest department store in the world. Their “Direct to your Door” delivery methods made them the Amazon of their day. And yes, they imported a lot from overseas. In 1900 alone Marshall Fields bought \$6 million in foreign goods through the ports of Philadelphia and New York, making it

the largest importer of retail goods in the United States at the time.

In 1926, his final year on earth, Shedd authored “Salt from My Attic,” a collection of writings that offered profound insights into life, business, and society, including the above quote. In sum, Shedd’s philosophy emphasized the value of exploration and risk-taking in business and life. This seems especially appropriate today, considering the times in which we live.

Here at the Exchange, we continue to work diligently to keep everyone informed and in active, open dialogue to ensure our members are best positioned to assimilate the many changes swirling around them. As another saying goes, “If you can keep your head when all about you are losing theirs...”. (Rudyard Kipling). We like to think we help our members keep their heads.

In this issue of *The Beacon*, we are pleased to continue to report on the many goings-on in the vibrant maritime community of the Delaware River and Bay, this in an effort to remind us all of the incredible talent which surrounds us and the continued accomplishments despite the fog of (trade) war.

We look forward to the return of the Chilean Fruit season and the group that strives to keep it efficient, welcome changes to our board, and keep our members abreast on changes to CBP processing, an every day occurrence of late. We also celebrate awards given to a few of our

numerous remarkable leaders including Sean Mahoney, Senior Director of Marketing, PhilaPort receiving the Annual Dennis Rochford “Friend Of Chile” Award, Timothy McNellis, Operations Manager, Gloucester Terminals, Holt Logistics Corp., receiving the Albert S. Marulli “Lifetime Achievement” Award, and Pilot President David Cuff honored by the World Trade Association of Philadelphia. The Exchange happily reports on Vane Brothers’ crew who came to the rescue of a tugboat in distress, and says goodbye to a dear friend in the port.

Reflecting on this Fall issue and all the positive news it includes as we head into the holiday season, it is important to remember all we can be thankful for. For one thing, (at least from this author’s viewpoint), whatever the Exchange does, we are merely a reflection of the vision, entrepreneurship and tenacity of our members, their enterprises and the tri-state maritime community. For such a great group to work alongside, we at the Exchange remain very grateful.

To now close with a season-appropriate quote that reflects well on all that we have survived and achieved together in 2025: “Be thankful for everything that happens in your life; it’s all an experience.” (Roy T. Bennett, author of “The Light in the Heart”).

George E. McCarthy

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Maritime On-Line® work continues

During the past year, Exchange staff worked with our developers to roll out a slew of changes, and are looking at a busy coming year as well. If you read *The Beacon* regularly, you know enhancements could be due to regulatory changes, upgrading existing technology to the latest form, or introducing a new feature.

The latest round of changes seeks to enhance the user experience and ensure that Maritime On-Line® continues to meet the needs of those who use the various modules.

Currently Underway

Development efforts still underway are all enhancements to TRACS import manifest and include items such as updating the manifest print report to the latest version of form 1302, adding a warning when a user tries to leave a screen without saving the data, and modifying the In-Bond Arrival/Export screen and the Bill of Lading/In-Bond Information screen to prevent a user from saving a future date/time combination, something that CBP does not allow. These improvements are expected to be completed before this year's end.

Recently Completed

In addition to updates still in development, the staff has already finalized enhancements to several modules of MOL. In Ship Reporting, there were updates to the cargo button on the Voyage Detail screen, indicating there are multiple cargoes for a particular record.

The record copy function was also updated to aid in data entry.

In TRACS import, the Port screen was updated to allow users to enter an estimated date of arrival that is in the past, as CBP allows this as part of a submission. A modification to the vessel selection grid on report lookup screens was also completed to include additional information, including carrier code, total bills, and AMS status, allowing for easier identification of the desired manifest.

The Bill of Lading status screen was updated to accommodate CBP status messages sent with the same date and time stamp. The enhancement added an additional sorting layer to ensure the messages are displayed in the correct order.

Two of the recent updates touched both import and export manifest screens to ensure users can easily identify which manifest they are working on. Included changes were adding the words import and export to all manifest screens and updating the port tab name on the manifest management screen to show discharge port in imports and departure port in exports. "We have users that submit import and export manifests for the same vessel," said Exchange Director of Operations Paul Myhre. "These minor updates go a long way for users trying to juggle multiple tasks at the same time."

The TRACS menu tree was changed to rename the export text file option to export download file, to better distinguish from creating

a manifest text file vs. an export manifest. The text file produced by the system could be an import or export manifest, depending on which option the user selects.

Another change locked down the send to CBP button if a manifest was already accepted in an effort to prevent multiple transmissions to CBP, causing rejections, and finally, the manifest upload process was modified to keep each attempted file rather than overwriting the previous version. This allows exchange staff better troubleshooting capabilities when assisting customers.

In the Pipeline

Recently, staff started the process to complete a significant overhaul, replacing all back-end code of Maritime On-Line. This long-term project would update all data processing and implement the latest code, improving efficiency and security. "We've already had preliminary discussions with our developers," said Myhre. "Once we have a plan forward, we can identify funding and begin."

During this process, we have identified potential updates to the user interface that could be included at the same time. Possible changes include updating the Bill of Lading Summary grid to include additional information from the bill status, developing a Stow Plan Status Report, modifying FIRMS code entry, updating the Export Manifest Printout Report to include totals and more. Discus-



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sions are also taking place to add a lite version of MOL as a mobile app, allowing users to check manifest and bill statuses or arrive a vessel. These are just some of the potential upgrades the Exchange is looking at in the future.

The Maritime Exchange is proud to continue its long tradition of service, superior customer support, and innovative technology. As always, the Exchange welcomes suggestions from system participants about potential future enhancements.

Contact Paul Myhre at pmyhre@maritimedelriv.com to see what Maritime On-Line® can do for you.

CFWG kicks off 2025-26 fruit season

Now into its third year, the Exchange's Chilean Fruit Working Group is preparing to tackle the upcoming 2025-26 fruit season.

"We've had a lot of positive feedback from participants since we convened the working group in 2022," said Exchange Chief Administrative Officer Michael Fink. "The sessions provide an open dialog forum for members to discuss schedules, warehouse and fumigation capacities, inspection challenges, best practices, and of course success stories."

Comprised of carriers, importers, terminal operators, fumigators, and others involved in the Chile-U.S. East Coast fruit trade, members meet weekly or bi-weekly from November to May. The Chilean Exporters Association, Frutas de Chile, is an active participant and provides members

with valuable statistical data on grapes, stone fruits, blueberries, current growing season conditions, and Chilean vessel sailing schedules.

The 2024-25 season was particularly challenging because of the averted ILA labor strike in January as well as the later than expected Peruvian fruit imports to the region, both of which contributed to higher-than-expected volumes in February and March. The working group facilitated communication and provided a forum for participants to address issues.

The kick-off meeting for the upcoming season took place on November 13, 2025, and working group members are excited for another successful run. Meetings will be held regularly through May 2026, and the Exchange

strongly encourages all members involved in the fruit trade to take advantage of this highly active working group to help facilitate efficient cargo movement and keep the Delaware River as the

premier destination port in the U.S. for Chilean fruit imports.

Contact Yair Farkas at yfarkas@maritimedelriv.com to get involved or learn more about the working group.



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Holding out for a Hero

Every industry is made up of people, and when those people work diligently to make things run as well as possible, it makes them heroes in one way or another. Heroes, in turn, deserve to have their stories told.

Do you know someone who deserves recognition for the hard work they put into serving clients, customers, or co-workers, day after day, year after year? Someone who goes above and beyond the call of duty to make some part of the Delaware River port community work in a way it just could not do without them? Someone who even once went so far and above the call of ordinary duty to solve an unforeseen problem?

Now is the time to put a spotlight on these exemplary employees, our courageous colleagues, by nominating them for recognition as Unsung Heroes.

Each year, the Maritime Exchange opens nominations for members to

introduce the people they know are VIPs to the entire port community. Check out some of the past winners' profiles on our website.

Please email your nominees' first and last names, job titles, and company names (up to three nominees per company) to hero@maritimedelriv.com.

Remember, Unsung Hero nominees must be Maritime Exchange members and be nominated by Exchange members. And past recipients of other industry awards are not eligible. Those are the only rules. Candidates will be featured in *The Beacon* throughout the upcoming year.

All submissions for this cycle are due by December 31, 2025. Don't miss this chance to honor an extraordinary member of the Maritime Exchange community!

Exchange welcomes Christina Lista to the Board

The Maritime Exchange is pleased to announce that Christina Lista, Western Fumigation, has joined its Board of Directors, which confirmed her membership as a director on November 12, 2025.

"Along with her varied career in the maritime industry, Christina brings a fresh perspective to the Exchange's Board of Directors," said Exchange President George McCarthy. "Her experience in both the non-profit and for-profit world provides a unique perspective that will serve her well in this role."

As the International Business Development Manager at Western Fumigation, Christina drives global market growth with a focus on Central and South American produce. She is passionate about building strong, enduring partnerships with importers, freight forwarders, and logistics providers, facilitating efficient and regulatory-compliant international trade. Each year, Christina travels to Chile to meet with key stakeholders, deepening relationships and uncovering new opportunities for collaboration. Known for her cultural fluency, strategic vision, and commitment to international trade, she plays a pivotal role in advancing Western Fumigation's reputation as a trusted partner in the global produce industry.

Beyond her work at Western Fumigation, Christina serves as Director of the Chilean & American Chamber of Commerce of Greater Philadelphia, a non-profit organization dedicated to



strengthening trade and cultural ties between Chile and the Greater Philadelphia region. In this role, she brings together industry leaders, businesses, and professionals to foster collaboration and expand international partnerships. Having begun her career with the Chamber, Christina has come full circle—continuing to champion the same cross-border relationships that first inspired her passion for the Delaware River maritime community.

Previously, Christina held several leadership roles within the region's maritime industry. As Business Operations and External Affairs Manager at The Pilots' Association for the Bay and River Delaware, she oversaw communications, government relations, and events, supporting the organization's mission to ensure the safe navigation of commercial vessels throughout the Delaware River and Bay. Before that, she served as Communications Manager for the Maritime Exchange

Welcome aboard, Christina!



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Philadelphia Ranks #1 in North America for productivity

For the second year in a row, The Port of Philadelphia has been recognized as the most productive port in North America, according to the 2024 Container Port Performance Index (CPPI) released by the World Bank Group and S&P Global Market Intelligence.

Philadelphia also distinguished itself on the global stage, rising from 55th to 26th place worldwide in the CPPI. It is the only U.S. port ranked in the top 50 out of 403 container ports measured and recorded the fourth-highest growth in global rankings since 2020.

The CPPI, now in its fifth year, measures vessel turnaround efficiency at 403 container ports worldwide, analyzing metrics such as docking time, crane operations, and departure schedules. Philadelphia outperformed all other American ports, including New York/New Jersey (139th), Los Angeles (359th), and Long Beach (318th).

“This ranking reflects the exceptional efforts of our labor, management, and partners at Holt Logistics,” said Jeff Theobald, Executive Director & CEO of PhilaPort. “Being recognized as the most productive port in North America for the second consecutive year reflects the excellence and collaboration that define the Philadelphia port community and shows that Philadelphia is not just competing, but leading.”

“This achievement wouldn’t be possible without the remarkable men and women of the International Longshoremen’s Association,” added Theobald. “Their skill, dedication, and work ethic are the driving force behind our success. Every container moved and every vessel turned efficiently

is a testament to the professionalism of our labor force.”

PhilaPort has continued to invest heavily in modernization, with over \$1 billion in public and private investments over the past decade. These improvements have strengthened the Port’s ability to serve ocean carriers and shippers efficiently while driving economic growth for the region.

“The CPPI, and its underlying data, serves as a diagnostic tool, enabling stakeholders to pinpoint structural inefficiencies and develop strategies for enhancing port operations,” said Turloch Mooney, Global Head of Port Intelligence & Analytics at S&P Global Market Intelligence.

Ocean carriers and major shippers use the CPPI, among other factors, to make port choice decisions.

“This honor belongs to everyone who makes the Packer Avenue Marine Terminal run at such a high level,” said Eric Holt, Chief Commercial Officer of Holt Logistics Corp. “From the ILA workforce to our management and carrier partners, the collaboration here is second to none. Together we are proving that Philadelphia can compete with and outperform the largest ports in North America.”

As the Philadelphia region prepares for America’s 250th anniversary in 2026 and anticipates continued growth, including new cruise operations, PhilaPort leaders see this ranking as both recognition and motivation.

“Ports are economic engines,” added Theobald. “We are proud of this achievement, and we are committed to building on it to keep Philadelphia competitive on the world stage.”

Congratulations to Pilots’ President Capt. Cuff



The World Trade Association of Philadelphia honored Capt. David Cuff, President of the Pilots’ Association for the Bay & River Delaware, on September 24, 2025 as it’s 2025 Honoree of the Year. Eric Holt, Chief Commercial Officer of Holt Logistics Corp and outgoing president of the WTA bestowed the honor on Capt. Cuff and turned the reigns over to Linda Gillis, R.E.D. Trucking & Logistics, who took over as WTA president.

CBP tightening cargo description rules for manifest filings

In September, Customs and Border Protection deployed a change to the ocean manifest portion of the Automated Commercial Environment, tightening the belt on vague cargo descriptions entered by filers on bill of lading.

This enhancement implements the automated rejection of ACE Manifest filings that have insufficient cargo descriptions, consignee information, and shipper information. It also deploys new disposition codes that will be sent when holds are manually placed or removed by CBP when cargo descriptions, consignee information, or shipper information are insufficient.

CBP requires filers to provide a clear, accurate, and specific cargo description sufficient for it to identify the commodity shipped. There is also a requirement for the consignee filed to be the name and address of the consignee to whom the cargo will be delivered, and the shipper to the complete company name and address identifying the foreign party initiating the shipment. In a bulletin to trade, CBP indicated the enhancement reinforces the trade community’s responsibility to ensure the accuracy of manifest data and holds the

appropriate parties accountable for the data they submit.

Shipments with insufficient information will automatically be rejected with one or more error codes: 548 invalid cargo description, 549 invalid shipper data, and 530 invalid consignee data. Additionally, the following disposition codes will be used by officers to manually hold goods: 4H invalid shipper hold placed, 8H invalid cargo description hold placed, 9H invalid consignee hold placed, or 6H do not load, invalid cargo description, shipper, or consignee hold placed. Each hold code has a corresponding removal code as well.

“We tested the new disposition codes in our staging environment which interfaces with CBPs certification environment when we first received word of the coming change,” said Exchange Director of Operations, Paul Myhre. “And while we haven’t seen manual holds with the new codes, we have seen automatic rejections on bills due to vague cargo descriptions.”

Please contact the Operations Department at 215-925-1524 or ops@maritimedelriv.com for more information.

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SCI to Honor Pa. State Senator



The Seamen’s Church Institute of Philadelphia and South Jersey selected Pennsylvania State Senator Christine "Tina" Tartaglione as the 2026 recipient of the Spirit of the Port Award. The award is given annually to an individual, selected by leaders in the maritime community, who epitomizes the spirit and humanity of our Ports of Philadelphia and South Jersey. The date and location of the award luncheon will be announced in early 2026.

Automate or go back to paper

continued from page 1

Myhre. “Obviously there are several changes such as a departure date rather than an arrival date, a foreign vs. a U.S. destination port, and other minor data differences, but the basic structure and filing method is still the same.”

CBP has yet to formally announce the mandate to file electronically, which would first take the form of a Notice of Proposed Rule Making in the Federal Register. Once issued, the NPRM would most likely give the industry a few months in which to comment on the proposed requirements, after which CBP would issue a final rule solidifying

requirements and announcing a mandatory adoption deadline.

At several Customs Electronic Systems Action Committee meetings, a CBP advisory group through which the Exchange participates, CBP stated it intended to end DIS as a filing option for exports once it issued the NPRM. Given the recent announcement, CBP could be close to issuing that Federal Register notice soon.

Regardless, the Exchange is ready to assist its Maritime On-Line® TRACS participants to seamlessly transition from DIS and paper to the electronic platform and has successfully migrated some to the pilot already.

Please contact the Exchange at 215-925-1524 or ops@maritimedelriv.com for more information.

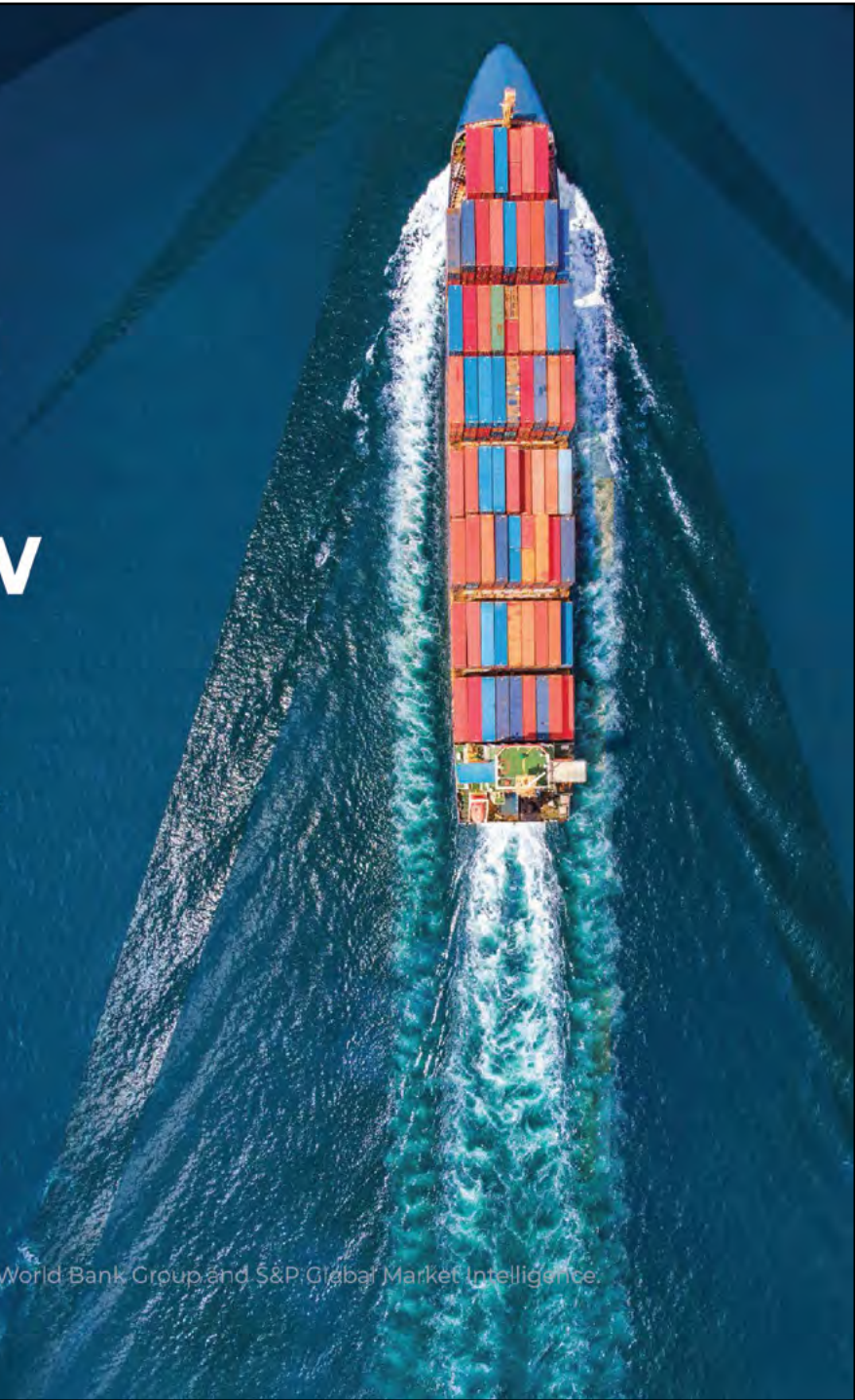
Ranked #1 Most Productive Port in North America Two Years in a Row

This recognition reflects the dedication of everyone who keeps the port moving — from the men and women of the on the front lines at PhilaPort’s Packer Avenue Marine Terminal to our carriers, logistics teams, and partners across the region.

Thank you to our entire port community for helping Philadelphia lead the way once again.



*According to the 2024 Container Port Performance Index (CPPI) released by the World Bank Group and S&P Global Market Intelligence.



PSA Penn Terminals advances sustainability with new electric rubber-tyred gantry cranes

PSA Penn Terminals continues to advance its commitment to efficiency and sustainability with the arrival of two new Electric Rubber-Tyred Gantry cranes, delivered in July 2025, marking a major milestone in the terminal's modernization and decarbonization efforts.

Arriving in component form, the eRTG cranes were assembled on-site and are now positioned at the terminal's high-density racked reefer blocks, ready to support expanded operations. By enhancing container-handling capabilities and reducing CO₂ emissions by approximately 13 percent, these all-electric cranes advance PSA International's commitment to sustainability and its goal of cutting the global gross CO₂ footprint of all business units by 50 percent by 2030, using 2019 as a baseline.

The new Liebherr eRTGs are designed to complement PSA Penn Terminals' existing ship-to-shore cranes, ensuring seamless compatibility and operational consistency across the terminal. This investment represents a strategic step in the transition away from a reach stacker-based operation to a rubber-tyred gantry system, one that maximizes productivity and operational efficiency, while minimizing

the carbon footprint associated with cargo handling.

"This project represents an important part of our sustainability roadmap," said PSA Penn Terminals CEO John Brennan. "By integrating eRTG's, we are not only enhancing our container-handling capabilities but also taking measurable action to reduce our environmental impact. Our customers increasingly value sustainable logistics, and we're proud to lead by example."

The implementation of the eRTGs forms part of a broader facility upgrade program aimed at enhancing operational efficiency and supporting a growing customer base. Full commissioning and operational readiness are expected in the coming weeks.

As part of the same infrastructure improvement initiative, PSA Penn Terminals also installed a new reefer container racking system to strengthen cold chain capabilities. The innovative design features a 7-deep by 5-high configuration across 10 bays, accommodating up to 350 refrigerated containers, providing a total gridded refrigerated capacity of 990 plugs. This system not only optimizes vertical and horizontal space utilization but also facilitates easy container retrieval, helping to maintain a smooth and efficient



workflow for temperature-controlled cargo.

By integrating advanced equipment and yard systems, PSA Penn Terminals is positioning itself to meet the increasing demands of regional and international trade while maintaining a focus on safety, reliability, and sustainability.

The transition to eRTGs will deliver several key benefits for PSA Penn Terminals and their customers:

Cleaner, greener operations: By reducing diesel use, eRTGs lower emissions and improve air quality at the terminal, helping customers meet their own sustainability and ESG goals.

Operational precision: Advanced automation ensures containers are placed accurately and moved efficiently, minimizing delays.

Maximized capacity and throughput: Optimized yard space allows more containers to be stored and processed quickly, supporting smoother

operations even during peak periods and helping customers keep their supply chains on schedule.

The project reflects PSA Penn Terminals' continued investment in modern, environmentally responsible technology, aligning with PSA International's global sustainability strategy and its commitment to achieving net-zero emissions by 2050.

The successful delivery and assembly of the first two cranes highlight the coordinated efforts of multiple teams and partners. "A big thank you to our partners at Liebherr and our dedicated team on the ground for keeping this complex operation moving safely and efficiently," added Brennan.

As PSA Penn Terminals continues to evolve, these infrastructure enhancements underscore the company's vision for a greener, more connected, and more capable terminal, one ready to support the next generation of trade.



Members of the Exchange Government Affairs Committee got a first-hand glimpse of PSA Penn Terminals LLC's new Liebherr electric rubber tyre gantry cranes when they met at the terminal in September. Shown here in front of the new cranes are (l-r) Maritime Exchange Chief Administrative Officer Michael Fink, PSA Penn's Chief Commercial Officer Michelle Meyer, PSA Penn's Maintenance and Facilities Manager Thomas Nusspickel, and GEODIS USA's Vice President, Trade Services Edward Fitzgerald. Before the port tour, the committee discussed tariffs and USTR fees, the future of ship building on the Delaware River, electric vehicles, grant funding, the upcoming fruit season and more.

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Navy and Marine Celebration 100 years ago

Secretary of the Navy Curtis D. Wilbur’s speech to the Marines at the 150th birthday celebration

Now that the Navy and Marine 250th anniversary celebration has concluded on the Delaware River, the Exchange investigated what occurred for the 150th. The New York Times reported that elaborate preparations had been made by the Navy Department and the Navy League to celebrate the anniversary of the birth of the United States Navy scheduled for October 27, 1925, the 67th birthday of Theodore Roosevelt. President Coolidge approved the proposal for the celebration and Curtis D. Wilbur, then Secretary of the Navy, decided to set the day aside for an “at home” on board for all warships and naval shore stations in order to give the public a chance to become acquainted with officers and men and learn something about the preparations for national defense.

At the request of the Navy League, the Navy Department ordered all naval vessels that could be spared to ports on the Atlantic, Gulf and Pacific coasts.

After reviewing the history of the Marine Corps’ formation at the instance of George Washington, Navy Secretary Wilbur said:

“In that dangerous hour the Army, the Navy, weak as it then was, and the Marine Corps were the effective instruments of the liberty our forbears were de-

termined to obtain. If the establishment of this great Nation does not fully justify their course of action, we too recently have been reminded, by the bloodiest war in history, that such rights still may be endangered and such liberties still threatened by brute force, to require us to attempt to justify their wisdom in establishing ourselves in maintaining the Marine Corps of the United States as a means for the defense of such rights and liberties

“We frequently are reminded that wars may come. To say that such wars result because our civilization is but a thin veneer covering our inherent barbarism is to ignore the fact that the things for which men fight are increasingly worthy.

“I have no desire on this natal day of the Marine Corps to discuss the manifold causes of war, nor do I wish to withhold due praise for the efforts of those who seek to remove such causes, however ineffective such efforts may be. We should encourage all reasonable efforts to promote peace and goodwill among men and nations and diligently seek to further peace by all worthy means – and among such means we find the Marine Corps, created for the preservation of our own rights.



“Had it been used since for the oppression of others, our joy that the Marines had proved an effective means for our own deliverance would be to that extent diminished. It is not too such to say, however, that the Marines not only have added to the security of our own land, but also have been an ever-increasing factor in preserving for others the same rights our forefathers struggled to secure and maintain.

“If the real values of the world are spiritual values, then we must count as one of the greatest factors in the maintenance of free government in the World War the contribution of the men who met here in Philadelphia 150 years ago to establish a new government and to equip that government with the necessary means for its preservation.”

Today, the Delaware River maritime community is proud to have supported the Navy and Marine 250th celebration and the region’s selection for the festivities. We wish our successors the best when they undertake the celebrations for the 300th and beyond.

Homecoming

continued from page 1

just for the sake of honoring the Navy, Marines, and the country’s history, but for the sake of all people of the Greater Philadelphia region.

“George Leone, our president, wrote an excellent letter detailing

the loss to the vendors, the city and the population, and Homecoming 250 was able to get an exception to allow the events to take place. This event brought a great economic impact to the area,” Hallman explained.

Leone, the South Jersey-born son of a World War II Navy veteran, also emphasized that the event was not just about celebrating the two military

branches, but also for honoring the citizens whom they were created to protect. “My favorite thing was how so many people, including the Delaware River community, came together to overcome real obstacles like the government shutdown and a nor’easter to give the Navy and Marine Corps a spectacular Homecoming for their 250th,” said Leone.

Beyond the spectacle of the parade of military ships down the Delaware that initiated the celebration, the featured events included flyovers from current and historic Naval and Marine aircraft. Throughout the city there were tours, parades, exhibits, concerts, film screenings, and sports in celebration and commemoration of the milestone anniversary. In much the same way as the nation faced unlikely odds two and a half centuries ago and persevered, so too did the celebration of it. As America became all that it is today, so too the Homecoming 250 felt like an unmitigated success to those involved.

Hallman reflected on the magnitude of the moment not just as a leader in the planning of the event, but as an honoree. “Watching the events, the

speeches, the celebrations made me proud to be a Veteran and a part of this amazing series of events,” she said. “Seeing all the ships on the Delaware River was amazing, and that’s thanks to many Delaware River-associated organizations. It was a great reminder that the American Revolution truly launched from Philadelphia and the Delaware River. This is our history, and many people got an appreciation of that by seeing the Homecoming 250 events.”

Homecoming 250 concluded with a series of programming on November 9 through 11 focusing on the Marines. Before the events took place, Leone described his excitement for the plans and their historical significance: “I am most looking forward to the Marine Corps Birthday Ball in the same Bellevue Grand Ballroom where Commandant Lejeune held the first Birthday Ball exactly 100 years before. The Marines care more about their birthday and their traditions than anyone else, and they’ll be thrilled to celebrate the birth of this tradition on their 250th birthday in their birthplace.”

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Carla Stone to retire from WTCDE

The Delaware River port community extends its congratulations and sincere thanks to Carla Stone, President of the World Trade Center Delaware, who announced her retirement effective December 31, 2025. Prior to her role as President for the WTCDE, Carla has enjoyed a varied and astounding career that has taken her to every continent except Antarctica.

As a project manager and implementer for USAID, USDA, and USTDA among other agencies, she worked with government ministers, legislators, academicians, and NGO leaders to create institutional infrastructure to support improvements in human capacity building, health, and the environment. She previously worked as an organizer of the NATO Science for Peace and Security Program “Benchmarking Telemedicine: Improving Health Security in the Balkans,” and is editor of the book by same name, published by NATO, IOS Press, in October 2017.

Carla is a Member of the Mid-Atlantic District Export Council and the World Bank Group Private Sector Liaison Officer Network and served as a Member of the Small Business Advisory Council and the Council on Advancing Women in Business, and she was honored by the U.S. Small Business Administration as “Exporter of the Year (Delaware).” The University of Agronomical Sciences and Veterinary Medicine of Bucharest, Romania awarded her an Honorary Doctor Degree, and she received the Gold Medal of Honor and a special Commendation for her



work in that country during the Avian Influenza outbreaks.

An accomplished author, Carlas has penned or edited more than 40 books and technical papers on the subjects of currency convertibility, international trade, telemedicine, mining, and environmental regulation. She is a graduate of Columbia University’s (New York) Henry Krumb School of Mines, with a B.S. degree in Mining Engineering, Geophysics Option, and M.S. degree in Mining Engineering and Mineral Economics. She has additional certifications in Project Management for Development, wastewater and water operations, and OSHA.

True to her steadfast dedication, Carla assured the WTCDE that she will remain available to help transition to new leadership so that programs, partnerships and missions continue smoothly.

Thank you for your leadership, counsel, mentoring, and service, Carla. We wish you many happy well-deserved years in your retirement!

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Q&A with Derr

continued from page 1

deal could help ensure other components from South Korea face lower tariffs than they otherwise would.

Legislation around technology and knowledge transfer may be some of the more important political risks facing the project. Hanwha will aim to introduce cutting edge production methods from their shipyards in South Korea. To allow this knowledge transfer, immigration policy must allow some Korean workers to temporarily work at the Philly Shipyard to enable training and upskilling of the current workforce. While this is not part of the current trade deal, there may be many avenues to establish policies that enable such knowledge transfer. Beyond the trade negotiations, national U.S. legislation regulates participation in naval shipbuilding and technology transfer. Reforms that allow an even deeper shipbuilding cooperation could bring even stronger growth and more jobs to the community.

The April 9 executive order to restore American maritime dominance, the emerging bilateral working group on shipbuilding, and ongoing MSRA/MRO channels create durable lanes for allied participation; public opinion also provides ballast, with Americans broadly pro-trade with South Korea (68%), supportive of allied investment (62%), and favoring deeper defense-industrial cooperation (56%). These numbers are from KEI’s latest annual public opinion survey published in September 2025. In a tougher tariff or local-content environment, Hanwha would likely phase the \$5 billion build-out, lean harder into U.S.-compliant content strategies, and prioritize commercial hulls and maintenance/repair while sequencing more complex work later. Reviving U.S. capacity, keeping docks open, and deepening alliance-based production remain long-term goals, but the timelines, financing structures, and workshare mix to stay square are almost certainly changing to match procurement and trade constraints.

Q: What economic benefits can the Delaware River maritime community expect to see from Hanwha’s shipbuilding investment in our region?

A: The near-term gains are capacity and continuity. Scaling output from two ships to as many as 20 would be a boon for infrastructure, expand skilled trades, and preserve the latent fleet capacity the United States needs in peacetime and which can surge in a crisis. That production pull cascades into steel fabrication, systems integration, logistics, and local supplier growth, while driving demand for things like welding, robotics, and marine engineering. It also aligns with where Americans want cooperation to go—technology (50%), supply chains (48%), and trade rules (39%)—which makes the investment politically resilient even amid policy volatility. The result is a durable maritime cluster on the Delaware and a broader opportunity set for small businesses tied into allied shipbuilding and MRO work.

Along with increasing manufacturing output, Hanwha will likely seek to invest in its local labor force. This will serve to increase productivity by providing training, education, and modern production techniques. Hanwha could provide schooling options for required skills and clear career paths in the community. Hanwha is also aware of the issues related to labor retention within the U.S. shipbuilding industry and could likely implement strategies to address such issues as it seeks to invest in the shipyard workforce. This should improve economic resilience as well as providing economic growth in the community.

Q: What kinds of expertise, processes, or technology can South Korea bring to the shipbuilding industry in America to help make this industry competitive and cost effective in this country?

A: South Korea brings the process discipline and technology stack that moves schedules and unit costs in the right direction. Korean yards lead on modular construction and smart-yard operations,

and they are already wired into U.S. partners. One example is Palantir, which has deployments for data-driven shipyard management and unmanned surface systems. Another is Anduril and its partnerships on autonomous naval capabilities, and GE Aerospace–HD Hyundai cooperation on marine propulsion and MRO. Seoul’s K-Shipbuilding Super Gap Vision 2040 adds a roadmap of 100 core technologies, including ammonia propulsion, liquid-hydrogen carriers, carbon-capture systems, self-navigation platforms, and autonomous manufacturing, that can be localized in U.S. facilities. These capabilities will help U.S. decision-makers calibrate where and how automation complements a proudly domestic manufacturing workforce.

Q: Philadelphia and Incheon, South Korea have enjoyed a sister city relationship for over 42 years to promote trade, culture and education. With South Korea’s planned investments in the U.S., what other benefits might the Delaware River maritime community look forward to?

A: A 40+ year Philadelphia–Incheon sister-city tie can evolve from symbolism into production cooperation. Hanwha’s footprint creates space for technical exchanges, university partnerships, and apprenticeship pipelines linking maritime programs in both cities; port-side pilots in autonomy and greener propulsion build toward shared standards; and people-to-people ties deepen as Korean industry and culture expands locally in the U.S. The public is already there—two-thirds of Americans hold favorable views of South Korea, 60% say culture improves its image, and strong majorities back the alliance and open trade. So the social license exists to grow an allied supply chain on the Delaware. In practice, that means a more modern port complex, demand for high-skill jobs, and a regional economy knitted into an Indo-Pacific network where Philadelphia is not just a sister city but a critical node.





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PhilaPort’s Sean Mahoney and Gloucester Terminals’ Timothy McNellis to be recognized for outstanding industry leadership

For more than a quarter century, the “Friend of Chile” Awards Luncheon has celebrated the individuals and organizations whose leadership, dedication, and vision have strengthened the vital trade, business, and cultural relationship between Chile and the Greater Philadelphia region.

On Thursday, November 20, 2025, the Chilean & American Chamber of Commerce of Greater Philadelphia will hold its 26th Annual “Friend of Chile” Awards Luncheon at the Union League of Philadelphia. This year, the CACC is proud to recognize Sean Mahoney as the recipient of the 26th Annual Dennis Rochford “Friend of Chile” Award and Timothy McNellis as the honoree of the 2025 Albert S. Marulli “Lifetime Achievement” Award.

“Friend of Chile” Honoree: Sean Mahoney

Sean Mahoney serves as Senior Director of Marketing at PhilaPort, The Port of Philadelphia, an independent agency of the Commonwealth of Pennsylvania responsible for the oversight, promotion, and development of more than 1,000 acres of publicly owned marine terminals along the Delaware River.

Since joining PhilaPort, Sean has held several key positions and was appointed Director of Marketing in April

2000. In this capacity, he has been instrumental in advancing the port’s visibility and competitiveness in the global maritime marketplace through strategic initiatives, industry outreach, and partnership development. He has played a key role in several transformative milestones for PhilaPort, including the deepening of the Delaware River to 45 feet, the development of the SouthPort Marine Terminal Complex, and other major infrastructure and capacity projects that have strengthened the port’s regional and global standing. Sean continues to be a leading advocate for new opportunities on the horizon, most notably the return of cruise operations to Philadelphia through the development of the new PhilaPort Cruise Terminal.

Sean began his maritime career in 1987, working in the ship agency business on the Delaware River. He credits those early years, servicing vessels from Albany, New York to Big Stone Anchorage in the Delaware Bay, with providing a foundation of hands-on experience that continues to shape his leadership approach today. Over his nearly four decades in the industry, Sean has developed a deep understanding of port operations, logistics, and international trade, and has represented Philadelphia’s maritime community around the world, from South Africa

to Chile, Germany to China, and many ports in between.

Sean is a graduate of Mount Saint Mary’s University, where he earned a Bachelor of Business Administration in Finance and Business. He currently serves as Vice President of the Chilean American Chamber of Commerce of Greater Philadelphia and is an active member of several international trade and logistics organizations.

“Lifetime Achievement” Honoree: Timothy McNellis

Timothy McNellis is the Operations Manager at Gloucester Terminals, where he has dedicated over four decades to the success and growth of Holt Logistics. Starting with the company in 1984 as a front-line supervisor, Tim has since become a key figure in the management and handling of all non-tropical perishable commodities that move through the terminal. He has worked closely with Chilean cargo for more than 30 years, building strong relationships across the global supply chain.

Tim’s career in logistics began early—at the age of 14—with Shanahan Trucking, where he gained hands-on experience in warehouse operations and truck loading. He later spent two years at Campbell Soup’s Camden facility before finding his long-term



Sean Mahoney, Senior Director of Marketing, PhilaPort. Photo of Timothy McNellis not available at time of print.

home with the Holt family of companies.

Known for his deep industry knowledge, reliability, and leadership, Tim has been an integral part of the terminal’s operations and its continued success.

Outside of work, Tim has been married to his wife, Donna, for 47 years. Together, they have three sons—Timmy, Sean, and Joshua—and are proud grandparents to Farrah and Joshua.

The CACC extends its warmest congratulations to Sean and Tim and looks forward to gathering with members, partners, and friends on November 20 to continue building bridges between Chile and Greater Philadelphia.



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PhilaPort Acquires Mustin Yard

PhilaPort announced on September 30, 2025, that it has acquired the Mustin Yard Property from Norfolk Southern Corporation (NYSE: NSC). Located adjacent to PhilaPort’s SouthPort Marine Terminal, the 152-acre Mustin Yard represents the last available land at the nexus of deep water, rail, and highway access. Originally part of the former Philadelphia Navy Yard, the site has long been viewed as a critical asset for the Port’s future growth.

This acquisition marks a major milestone in PhilaPort’s long-term development strategy and aligns with the recently released PhilaPort Strategic Plan: Destination 2040.

Governor Josh Shapiro praised the acquisition, stating: “My Administration is focused on driving economic growth to create real opportunity for Pennsylvanians. The Port of Philadelphia is a major economic driver—accounting for 12,000 jobs locally and 66,000 maritime jobs statewide—and today’s expansion will create more jobs and boost local economies across the Commonwealth. Pennsylvania is showing the nation how we get stuff done and deliver real results.”

The acquisition of Mustin Yard will allow PhilaPort to significantly expand its cargo handling capacity, attract new business, and create family-sustaining jobs across the region. After setting records in both container volumes and new automobile imports in 2024, PhilaPort is poised for its next phase of growth.

The site includes a fully developed intermodal transfer facility, which Norfolk Southern and PhilaPort are committed to activating with operational capabilities. This will enhance logistics reach for port users and local shippers, further integrating maritime and rail freight systems to support regional and national supply chains.

“This is a generational opportunity for the Port of Philadelphia,” said Chairman of the PhilaPort Board of Directors Michael Pearson who emphasized the significance of the opportunity. “The Mustin Yard site gives us the space to grow and the ability to open doors for more people, especially those seeking careers in maritime. It’s a bold investment that will deliver lasting benefits for our region and our workforce for decades to come.”

“The Mustin Yard has long been one of the most coveted assets for PhilaPort, an opportunity we’ve pursued for years,” added PhilaPort Executive Director & CEO Jeff Theobald “Securing this 152-acre property marks one of the most transformative moments in our history. It gives us the capacity to grow in ways we’ve only imagined, positioning PhilaPort for a new era of expansion, job growth, and leadership in global trade. We’re grateful to Governor Shapiro and his team, and to our partners at Norfolk Southern, for helping move this deal forward.”

PhilaPort and Norfolk Southern finalized the transaction on September 30th.

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Urban Engineers supports award-winning rail upgrade at Camden Terminal

A transformative infrastructure upgrade at the Balzano Marine Terminal has earned the 2025 Distinguished Engineering Award from the New Jersey Alliance for Action. The project, led by the South Jersey Port Corporation (SJPC) in collaboration with Urban Engineers, Inc. (Urban), modernized the terminal’s rail system to enhance freight capacity, reduce emissions, and improve economic resilience.

Urban played a key role in the success of the \$7.4 million initiative, rehabilitating aging rail infrastructure at the deepwater marine terminal in Camden, NJ. Originally constructed in the 1930s, the terminal’s rail network was in critical need of evaluation and redesign to meet today’s freight needs.

Through partnership with SJPC, Urban assessed existing rail conditions and developed comprehensive design plans to replace and rehabilitate deteriorated trackage, as well as provided construction phase services.

The firm’s work included:

- Streamlining the rail layout to support more efficient cargo movement.
- Designing embedded rail systems to allow for continuous operation of rubber-tired cargo equipment and tractor-trailers.
- Design plans for cast manganese steel crossing frogs where the freight rail intersects with the rail-mounted Ship-To-Shore cargo crane system.
- Upgrading stormwater drainage infrastructure to improve long-term sustainability.
- Construction phase services encompass oversight, field evaluations, and design revisions to address unforeseen existing conditions.

As a result of these upgrades, the terminal is expected to triple its rail freight throughput capacity, significantly boosting economic activity while reducing emissions by enabling cargo to shift from truck to rail transport. These improvements reflect SJPC’s commitment to environmental stewardship and its role as a better



Balzano Marine Terminal. Photo courtesy of SJPC

neighbor to Camden’s waterfront community.

“This project significantly expands our rail capacity, supporting our mission to provide efficient, consistent cargo handling to our customers. We strive to bring value to our customers and partners, while working every day to be a good neighbor along the Camden Waterfront. We appreciate the work that Urban Engineers did on this project,” said Chris Perks, PE,

Director of Engineering, SJPC.

“This project represents what smart infrastructure can achieve - greater efficiency, cleaner operations, and economic benefits,” said Frank Teifeld, Project Manager for Urban. “We’re proud to have helped bring this vision to life for Camden and the region. Thank you to SJPC and our dedicated partners for making this success possible.”



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Two tug crews receive HERO honor

A HERO Award has been presented to a pair of Vane Brothers tugboat crews that came to the aid of a vessel in distress last winter. The award, which recognizes “Honor and Excellence in Rescue Operations,” was announced by the American Waterways Operators during an AWO Safety Committee Summer Meeting on August 14 in Chicago.

The crews of the Vane tugs, Wye River and Magothy, provided assistance in February to another company’s tugboat that was not only on fire, but also without steering and in danger of running aground while moving two hopper barges along the Delaware River.

The U.S. Coast Guard Sector Delaware Bay sent an Urgent Marine Information Broadcast Notice to mariners in the vicinity. The Wye River, captained by John Cater, was first on the scene. Captain Cater anchored the barge Double Skin 58 and approached the disabled vessel, which by that time had drifted “sideways in the channel.”

Observing that a ship was approaching and would require passage, Captain Cater and the Wye River crew acted swiftly to safely shift the inoperable tug away from an area of shallow water and also out of the ship’s path.



Showing off their HERO coins and certificate while on the tug Magothy are (l-r) Licensed Engineer Lewis Wheatley, Captain Earl Paul, and AB Deckhand Christopher Hargrove. (Not shown: Timothy Clagg and Michael Robinson)



Tug Wye River crew members onboard for the “vessel in distress” call included (l-r) OS Deckhand Mark Halley, Licensed Engineer Jerry Cowell, Captain John Cater, Mate Max Mulder, and AB Deckhand Michael Smith. (Not shown: Adam Reznikoff)

The Magothy then arrived and worked with the Wye River to further stabilize the situation. Magothy Captain Earl Paul says the successful rescue of the disabled tug was the result of his fellow Captain’s quick and decisive actions, noting, “John got there just in time to keep them from grounding.”

Captain Cater called it a team effort, adding, “I put the plan in motion, but it couldn’t have been done without all the guys doing their part.” The Captain of the disabled tug personally thanked both of his Vane Brothers counterparts. Captain Cater acknowledges, “If we hadn’t been there to provide assistance, he would have been a lot worse off than he was.”

While in Chicago to attend the AWO Safety Committee meeting, Vane Brothers Health, Safety and Environmental Manager John Shkor accepted the HERO Award on the crews’ behalf. Both crews were also formally recognized with a letter of appreciation from Captain Kate F. Higgins-Bloom, Commander, U.S. Coast Guard Sector Delaware Bay.

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USCG establishes new office dedicated to robotics and autonomous systems

As seen in the war between Russia and Ukraine, as well as other international conflicts and isolated incidents in the U.S., the use of drones and other robotic technologies is becoming more prevalent in attacks, surveillance, and defense of critical infrastructure. Given the high-value targets the maritime sector presents, the U.S. Coast Guard formalized plans to further take advantage of these technologies when on August 19, 2025, it announced the creation of the Initial Operating Capability of the Robotics and Autonomous Systems Program Executive Office, the RAS PEO.

This PEO is a key component of the Coast Guard's Force Design 2028 plan, or FD 2028, aimed at integrating these capabilities, and it is expected to be the most transformational enhancement since the inception of aviation.

The RAS PEO is dedicated to the rapid operationalization of the Unmanned Systems Strategic Plan. The Coast Guard anticipates that robotics and autonomous systems will revolutionize operations leading to significant impacts to securing the U.S. border, facilitating commerce, and responding to contingencies. It also believes the establishment of a separate PEO is

the most efficient mechanism to translate the evolving technology landscape into fielded capabilities, including Counter-Unmanned Aircraft Systems, or C-UAS, and allows for dedicated advocacy for resources. As an organizational innovation under FD 2028, the initiative will leverage the technological revolution and deliver RAS capabilities that are better, faster, safer and cheaper across all mission sets.

The core mission of the RAS PEO is to accelerate the development, acquisition, fielding and sustainment of RAS capabilities across the Coast Guard. Key goals include achieving RAS Full Operating Capability, ensuring seamless integration with ongoing RAS initiatives, developing a robust and adaptable acquisition process tailored to technological advancement, fostering innovation through collaboration with industry, academia, and other government agencies, and ensuring the long-term sustainability of deployed RAS capabilities through comprehensive sustainment planning. A central element of this effort will be advancing the Coast Guard's C-UAS strategy and facilitate efforts to forge the partnerships and capabilities necessary to defend the U.S. Marine Transportation

PPMS board celebrate another successful crab feast



Shown here, the Ports of Philadelphia Maritime Society board of directors took a few minutes away from running the 56th Annual Crab Feast to celebrate a job well done. The maritime community once again enjoyed a perfect day of sun at historic Fort Mifflin where over 400 people gathered for the event. Golfers also enjoyed spectacular weather at the Russ Larsen Memorial Golf Outing at the Springfield Country Club earlier in the day. Kudos to the Society for another great event!

System and safeguard national special security events.

The PEO's responsibilities span the full capability lifecycle, including requirements definition and prioritization, managing acquisition and contracting, overseeing system development and integration, managing fielding and deployment, developing sustainment plans, and collaborating with stakeholders. A temporary implementation team comprised of subject matter experts and supporting personnel has been created to focus on achieving

full operating capability, integrating ongoing RAS efforts, and launching pilot projects.

Force Design 2028 is an accelerated effort to establish a blueprint for change and to ensure the Coast Guard is ready for the future. Focused on four campaigns—people, organization, contracting and acquisition, and technology—FD 2028 is a once-in-a-generation initiative to transform the Coast Guard's ability to adapt to its current and future operating environment.



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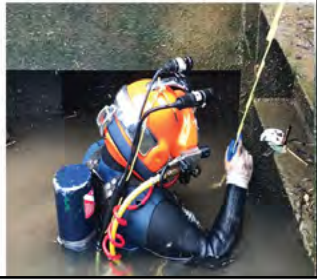
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New executives at South Jersey Ports

South Jersey Ports announced the appointment of Joseph A. Maressa Jr., Esq. as the new Chairman of the Board, and William R. Higgins as Vice-Chairman, marking a significant transition in leadership as Richard A. Alaimo, who has served as Chairman for an unprecedented 32 years, steps down from that role but will continue to contribute as a member of the Board of Directors. Brendan Dugan, Assistant Executive Director / Chief Commercial Officer, has agreed to serve as Interim Executive Director.

Joseph A. Maressa Jr., a seasoned attorney and entrepreneur, assumes the role of Chairman after serving as a board member for 20 years. Mr. Maressa has an extensive background in real estate and land use matters and is Co-Manager of Maressa-Patterson LLC. He also serves as President of Title America, an Acrisure Partner, and has earned the respect of his peers and the loyalty of many national, regional, and local residential and commercial builders for over 40 years. Maressa is a graduate of The Peddie School, Rowan University, and the Widener University School of Law. He serves on many boards, including The Jefferson Health System New Jersey, The Bank of Delmarva, Camden Diocese Real Estate Review Committee, and the Builders League of South Jersey Associates Committee. He is also a member of the Atco Lions Club.

Maressa has been actively involved with SJP as a member of the Professional Appointments Committee and brings with him a strong commitment to regional economic growth, infrastructure investment, and community development.

“It is a tremendous honor to follow in the footsteps of Dick Alaimo, whose decades of leadership shaped the success of this organization,” said Maressa. “I am committed to continuing our mission of driving job growth, providing efficient port operations, and delivering long-term benefits to the communities we serve.”

William R. Higgins, newly sworn in as Vice Chairman, is a highly decorated retired New Jersey State Police Captain and a former senior manager at SJP. From 2007 to 2012, Higgins served as Director of Port Facilities Security, Human Resources, and Safety, becoming the first former SJP employee to be appointed to the board.

His law enforcement career included command roles in the Executive Protection Unit for Governor

James Florio, as well as in Alcoholic Beverage Control Enforcement, Casino Gaming Enforcement, and as Chief of the Intelligence Bureau. After retiring from law enforcement, he led RSP Command Inc. as President & CEO. Higgins recently joined Xeed Acquisitions Group—a company committed to modernizing food infrastructure and eliminating systemic food insecurity—as its new Vice President of Government & Public Affairs.

“Bill brings a rare combination of operational experience, leadership, and institutional insight,” said Maressa. “His voice and vision will be instrumental as we navigate the evolving needs of the maritime shipping industry and regional economy.”

Alaimo, a founding Board member appointed in 1969 by Governor Richard J. Hughes, has now served under 17 different governors. Throughout his long tenure, he played a central role in the port’s evolution—from managing a single marine terminal in Camden to overseeing operations that now span four marine terminals across three cities. He has been instrumental in positioning SJP as a key economic engine for South Jersey, with a focus on job creation, industrial growth, and community revitalization.

Brendan Dugan, who serves as Assistant Executive Director and Chief Commercial Officer, will also assume the position of Interim Executive Director. In his current role, Dugan has been responsible for leading efforts focused on cargo and revenue growth, implementing marketing and communication plans, overseeing the development of a Port Master Plan and Strategic Plan, and managing all SJP real estate transactions. He is a maritime professional with 40 years of experience in port terminal operations and logistics, sales and marketing, and negotiating complex lease and operating agreements.

Dugan holds an MBA from Northeastern University and a BA in Political Science from Boston College. His extensive career in the maritime industry and proven track record of building partnerships and driving growth will provide steady leadership during this transition.

The SJP Board of Directors and executive team extend their deepest gratitude to Richard A. Alaimo for his decades of unmatched service and are proud that he will remain an active presence in shaping the port’s future.



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Come celebrate the holidays



On December 4, 2025, the Ports of Philadelphia Maritime Society and the World Trade Association of Philadelphia will once again hold the port’s Joint Holiday Dinner celebration in Philadelphia. Join your colleagues for an evening of fine food, spirits, and dancing to celebrate friendship, family, and another successful year.

2025 Annual Joint Holiday Dinner
December 4, 2025
Cocktail Hour: 5:30 p.m. to 6:30 p.m.
Dinner and Dancing: 6:30 p.m. to 10:30 p.m.

Ballroom at the Ben
834 Chestnut Street, Philadelphia PA 19106

Please register online at <https://www.portsofphila-maritimesociety.com/events.html>. For more information, please contact Emily Roberts at 215-341-3801 or emily@termship.com.
The Society and WTA look forward to seeing you in December!

Marine exchanges convene in Houston



Exchange Chief Administrative Officer Michael Fink joined colleagues in Houston, Texas in September for the annual meeting of the Maritime Information System of North America. MISNA, the association of 13 marine exchange organizations from around the country, meets regularly to discuss best practices, lessons learned, evolving technology, and challenges facing the industry.

Taking advantage of southwest cuisine for dinner at a local cantina are (l-r) Carl Bertapelle, Merchants Exchange, Columbia River District; Patrick Gallagher, Marine Exchange of Puget Sound; Curtis Cannizzaro, Merchants Exchange, Columbia River District; Scott Humphrey, Marine Exchange of the San Francisco Bay Region; Wendy and Kip Louttit, Marine Exchange of Southern California; Eric Carrero, Greater Houston Port Bureau; Byron Hayes and John Hollingsworth, Marine Exchange of Alaska; Corrina Ott, Greater Houston Port Bureau; Michael Fink; and Stephen Lyman, Maritime Association of the Port of New York and New Jersey.



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Editorial

A ship needs a captain, our nation needs a fleet

Recently Senator Mark Kelly (D-AZ), introduced Captain Stephen Carmel to the United States Senate Committee on Commerce, Science, and Transportation as the proposed Administrator to the Maritime Administration.

While we await Captain Carmel’s confirmation, which in today’s Washington Climate might take a while, an editorial as to the importance of having an experienced U.S. Merchant Captain and senior maritime business leader heading up a government administration whose title contains the word “maritime.”

One can read every book written about the maritime world, but until you experience a nor-easter from the bridge of a fully loaded oil tanker as the Chief Jailable Officer (Captain), or find yourself in the midst of brutal negotiations trying to rescue your shipping company’s financials, you have not had skin in the game.

Under the knowledgeable leadership of a licensed U.S. Merchant Mariner who has experienced the shipping world from both sides, the Maritime Administration and the Nation will greatly benefit from someone who has “been there.” Such leadership will help to the re-energization the Maritime Administrations stated mission: “To foster, promote, and develop the U.S. maritime industry to meet the nation’s economic and security needs.” It also could not come at a better time as we consider the rebuilding of our U.S. Flag fleet.

During these initial discussions as to just how to go about the enormous task of rebuilding our merchant fleet, an out of the box thought for consideration.

The very large effort in front of us has an interesting, non-nautical parallel in this Nation’s history, the creation of our National Highway System.

The original purpose of the National Highway System was to facilitate national defense by creating a network for the rapid movement of military personnel and supplies, as well as providing escape routes from cities in case of attack. Secondly, it was also designed to support the Nation’s burgeoning economic growth. The unbelievable investment in time and dollars for our highways resulted in our Nation’s most important domestic commercial artery. The same will be the outcome of a solid national commitment to the building of a U.S flagged and operated, ocean-going merchant fleet.

As an ‘island’ nation, maritime state, one of the world’s largest consumer and global trader, and the military for itself and its allies, the U.S. needs its own, viable ocean commercial transportation network of ships. It is this author’s opinion that the (re)building of a U.S. flagged fleet is as necessary today as was the concept for the building of our nation’s highway system. Both allow for the expansion of our Nation’s commercial trades, on our terms.

As with the highway system, a U.S. commercial fleet provides all U.S. businesses “optionality,” defined as the quality of being available to be chosen but not obligatory. A nation which owns and operates its own ships, becomes a much better negotiator at trade and diplomatic tables, for the simple fact that we have alternatives to currently being fully dependent upon foreign terms.

Yes, a new U.S. Merchant fleet, as it was with the development of our highway system, is going to be a generational undertaking, requiring public and private cooperation, a diversity of financial sources and the understanding of the Nation. The outcome will once again, however, prove its value across many years to come, in both good times and bad.

Our Nation has never shied away from such ultra-large projects, undertaken both domestically and abroad, to the benefit of its citizens. The time is now to rebuild our ocean going fleet and all the supporting infrastructure that it entails.

While this author does not pretend to know all the answers to such an enormous undertaking, I can only suggest that we have been here way too many times, and perhaps this time, we should undertake the merchant fleet’s rebuilding for the global commercial trade that engenders peace, instead waiting until the last minute to rebuild the fleet during the next global war.

At the very least, perhaps we could begin with a government sponsored marketing drive to educate the Nation as to why a U.S. Flag fleet is crucial to our economic livelihood and national security.

In closing, this author remains pleased and excited to imagine our greater chances via an experienced U.S. Merchant Commercial Captain at the helm of the Maritime Administration, should he be confirmed. I wish him and everyone at the Maritime Administration the best of wishes in the enormous endeavor to reposition our Nation as a global maritime leader.

We have a year to fix it

USTR vessel fees on pause – for now

In the trade deal announced by Presidents Donald Trump and Xi Jinping, the countries agreed to pause the reciprocal port fees imposed by both countries for one year. The United States Trade Representative had implemented its fees on Chinese built and operated vessels on October 14, 2025, and China countered with its own fees on vessels owned or operated by U.S. entities, built in the U.S., or fly the U.S. flag calling its ports.

Needless to say, the maritime industry breathed a sigh of relief at the news.

But now is not the time to rest on our laurels hoping the two superpowers come to their senses and reach a compromise in the maritime dominance spat.

Is the U.S.-flagged vessel fleet painfully behind the eight-ball compared to China and many other countries? Of course it is. Should America jumpstart shipbuilding in this country to help protect national interests and trade? Again... of course.

But should the current U.S. maritime industry shoulder all of the pain to do so? No.

This is not a new challenge for the United States. Substitute British dominance in shipbuilding for China, and the headlines of over 100 years ago read the same.

Unfortunately, the U.S. Trade Representative and the Administration believe that exorbitant fees and tariffs are the quick fix that will catapult America to the head of the class. However, the revitalization of the U.S. shipbuilding industry is not a short-term endeavor but rather will take years, if not decades, to accomplish.

It is quite possible that these temporarily-paused foreign vessel fees will be reimplemented at some level, and likely prior to the one-year agreed upon time frame. The current Administration, with over three years left, has demonstrated an appetite for tariffs and fees not witnessed in this country for many years.

But that doesn’t mean industry should stand aside and wait.

Now is the time to reinforce what a bad idea the USTR decision was to begin with by contacting legislators and working with trade associations like the Exchange and the Americans for Free Trade in opposing, or at the very least reducing, the USTR fees and the Administration’s tariffs.

If the port charges on Chinese built and operated vessels are to be reinstated, the USTR should take time now to evaluate the fee collection process to alleviate the confusion and ambiguity that faced the industry during the few short weeks during which it was implemented. While the vessel operators are ultimately responsible to determine if the vessel fees apply, landside partners may have little to no visibility into whether the fees have been paid or not, or even required. This leaves the transportation chain vulnerable to confusion resulting in potential cargo operational delays.

All necessary partners in the supply chain should have visibility into the status of the required payments so that action can be taken prior to any blockage of vessel arrivals or cargo ops.

In these volatile times, it appears that our industry often has little sway in the decisions being made to impose tariffs and fees that affect not only maritime businesses, but all American consumers. But that doesn’t mean that we should stop trying to affect change, even small ones to lessen the burden, alleviate doubt, and improve painful processes.

The Beacon is the official newsletter of the Maritime Exchange for the Delaware River and Bay. The Exchange encourages its readers to submit letters to the editor at any time in response to articles that appear in *The Beacon* or to address other topics of interest to the port community. Please direct any correspondence, comments, or inquiries regarding the contents of this newsletter to: exchange@maritimedelriv.com Maritime Exchange, Attn: Beacon Editor 240 Cherry Street, Philadelphia, PA 19106



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Don't be haunted by your emails and social media posts



Legal Ease

By: **Lisa Reeves, Esq.**
Reeves McEwing LLP

Although not a new concept, it's one that bears repeating: Pause before hitting the "send" or "post" key on your email messages or social media comments, especially if you are frustrated, angry, tired or rushed, or if the topic is sensitive or controversial. In addition to the risk of offending a customer or employee, ill-considered emails and posts can lead to legal liability for you and your company.

1. **Know your audience.** Use caution when hitting "reply all" instead of starting a new email message. Unless you are careful, an email at the bottom of the message thread (which you failed to notice) is now in the hands of the wrong person. Similarly, forwarding emails is not without risk.

Example: A new customer asks for a survey report. Instead of sending a new email to your colleagues to obtain a copy, you simply reply to an older email from your co-worker, asking for the report. She hits "reply" and attaches the report, which you then forward to the new customer. It is only later that you realize that the email thread contained internal discussions concerning the best rate to offer the new customer,

or other confidential and proprietary information.

2. **Assume that your message is public.** When drafting an email or Facebook post, pretend that your grandmother, client, competitor, employee, and business associate will see your message. Once you hit "send" or "post," don't expect that it will only be read by the intended recipients or social media connections. It can be forwarded and reposted directly or inadvertently several times. Even if it is marked "confidential" or remains within your company, it could be discoverable in litigation or the subject of a subpoena. Again, assume it will be seen by everyone, and avoid using profane or disrespectful language in all written communications.

3. **Take your time.** Use the same thought and care with emails that you would if sending a letter through the mail. After drafting, take a moment to proof-read your message and make sure that your phone or device hasn't used the predictive text function to change any of your words. When responding to a controversial, aggressive, or offensive message, don't send the response

immediately, wait a few hours, or even until the next day, to send it, after you have cooled off and calmed down.

4. **Use discretion.** Avoid characterizing the behavior, statement, and actions of others. This is particularly true if the subject is a dispute with customer or competitor, an accident, or employee complaint. When communicating with your team, stick to the facts, and don't include your suspicions about another person's motives or attitudes. Be aware that your emails and social media posts can (and likely will) be discoverable in future litigation, commercial disputes, employment discrimination claims, government investigations, and other unforeseen controversies.

Since the advent of e-discovery, federal (and many other) courts have recognized that privileged or confidential documents may be inadvertently produced along with those that are discoverable by the opposing party. The federal rules now outline a "claw-back" procedure, which allows a party's attorney to advise opposing counsel that he has accidentally produced an email or document that is privileged or otherwise not subject to discovery. Once alerted, the opposing counsel must destroy the document and cannot refer to it later in court. The problem is that, once it is disclosed, the opposing party may argue that the privilege does not apply, and/or that it has been waived by the production. More importantly, it is



almost impossible to "unring the bell." If a lawyer inadvertently produces a privileged communication from her client indicating a willingness to pay \$50,000 to settle the case, it will be exceedingly difficult for the opponent to "forget" this when the parties later engage in settlement negotiations.

In today's world, our customers, clients, sub-contractors, and others have come to expect an immediate response to questions and proposals, and we receive dozens of inquiries and "urgent" messages every day. This is simply a reminder to slow down a little to be sure that you are conveying the right message to the right person in a respectful tone.

This article is not intended to convey legal advice. If you have questions, please contact the author, or consult with your attorney.

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Calendar of Events

- 11/19

PhilaPort Board Meeting, 9:00 a.m. – 11:00 a.m.

Seamen's Center of Wilmington Board & Annual Meeting, noon
- 11/20

Chilean and American Chamber of Commerce
Annual Friend of Chile Award Luncheon
11:30 a.m. – 2:00 p.m.
Union League of Philadelphia
140 South Broad Street, Philadelphia, PA 19102
Contact: [Christina Lista](#)
- 12/4

Ports of Philadelphia Maritime Society and World Trade Association
Joint Holiday Dinner
5:30 p.m. – 10:30 p.m.
Ballroom at the Ben, 834 Chestnut Street, Philadelphia, PA 19106
[Register](#)
- 12/5

Area Maritime Security Committee General Meeting
9:30 a.m. – 12:15 p.m.
USCG Sector Delaware Bay, 1 Washington Avenue, Philadelphia, PA 19147
Contact: [Glena Tredinnick](#)
- 12/9

Maritime Exchange Delaware River 101
8:00 a.m. – noon
Geodis, 5101 S Broad St, Philadelphia, PA 19112
Contact: [Yair Farkas](#)
[Register](#)

South Jersey Port Corp Board Meeting, 12:30 p.m.
- 12/10

Maritime Exchange Executive Committee Meeting, 11:00 a.m.
- 12/17

PhilaPort Board Meeting, 9:00 a.m., 11:00 a.m.

Ports of Philadelphia Maritime Society Board Meeting, noon
Corinthian Yacht Club
Essington, PA
- 01/14

Maritime Exchange Board Meeting, 11:00 a.m.
- 02/11

Maritime Exchange Executive Committee Meeting, 11:00 a.m.
- 03/11

Maritime Exchange Board Meeting, 11:00 a.m.

For a complete schedule and event details, visit www.maritimedelriv.com.



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